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Hongkong, 27th January, 1910. [354]

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Hongkong, 21st September, 1905. [432]

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Hongkong, 28th May, 1910. [585]

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[a215] THE MANAGER

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[a1623]

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[25]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEAUX ROAD
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The Daily Press.

HONGKONG, JUNE 20TH, 1910.

THE opening of the Seamen's Institute by His Excellency the OFFICER ADMINISTERING THE GOVERNMENT, at Wanchai on Saturday, affords another instance of the attention which is rightly paid to the welfare of the mercantile marine in this Colony. The mariners of England were centuries ago, as they are to-day, the pride and backbone of the British Empire. In the sixteenth century, when the great Spanish Armada was prepared to place England under the dominion of Spanish rule, it was to her sailors that England owed her deliverance. Again, in the following century, the maritime power of Britain was contested by the Dutch, who at that time "ruled the waves" as much as Britannia. In 1652 the great ADMIRAL VAN TRUMP surprised some English ships and sailed up the Thames with a broom at his masthead, indicating that he would sweep the English into the sea. But the bold invader was repulsed. This was the first occasion, and it is sincerely hoped it will be the last, on which an enemy's guns startled the citizens of London. In later years, when Britain became undisputed mistress of the seas the expansion of empire began, and with its development grew the merchant navy, until to-day Britain has a mercantile marine second to none. But it is with the personnel of this navy we are now concerned. It is unnecessary to dwell on the hard lot of the sailor, for his trials and tribulations are well-known to most of us, and we are aware

how distasteful the calling is becoming in the present day to the British subject. This fact has been realised by those concerned for the future of the Empire, and in order to encourage the rising generation to follow in the steps of their sailor ancestors, and with a view to the manning of British ships with British crews, much has been done to ameliorate the lot of the seaman. Throughout the Empire the desire is to encourage the calling which maintains British prestige, and the decline of which would seriously affect Britain's position as a world-power. In Hongkong, as elsewhere, this fact is thoroughly realised, and local patriots have taken up the good work, not only for the love of country, but in order to better the condition of the men of a service which was so aptly described by SIR HENRY MAY as of the very keelson of the Empire. Since the inception of the Mission to Seamen in the Colony, and from the time of the REV. GUNTER GOLDSMITH, its first Chaplain, no man has done more for the sailor than the REV. J. H. FRANCE. He was, and is, in every sense of the word, the sailor's friend, and the good work he has done here in a quiet and unostentatious way has earned him the lifelong gratitude of seamen. Since the institute was started at Kowloon, appeals for its betterment have never fallen on deaf ears. Public-spirited citizens have always been found ready to join in any movement for the assistance of seafarers, and when the REV. J. H. FRANCE brought to the notice of SIR HOBHOUSE MOORE the difficulties under which the Mission was being carried on, the latter gentleman, with his usual generosity, promptly offered to provide a building suitable to its needs. With his handsome contribution of \$50,000 that establishment has now been erected. Other generous contributors provided funds for the acquisition of the ground on which it stands, and for the furnishing of the Institute which, when opened by SIR HENRY MAY on Saturday, was all ship-shape. The Institute, which was designed by Messrs. LEITCH & ORANGE, fronts upon the Praya at Wanchai. It is a red brick building faced with Amoy red brick, and is erected in the style of the Flemish Renaissance. The ground floor has verandah piers of granite with pilasters and columns of the Roman Doric order. The main piers run in a plain parapet with a hood mould and small octagonal corner piers on moulded trusses. The central feature is formed by the main entrance, which has a carved pediment carrying the name of the institution on a labelled panel with date of its erection. This central bay is finished at the roof level with a broken pediment and dogstaff pedestal. The construction is steel-framed with a flat concrete roof, and the whole is sufficiently strong to carry another floor if extension be necessary at some future time. On the ground floor is a "late" dormitory, dining room, refreshment room and billiard room. On the first floor there are a large concert hall and reading room with officers' rooms and steward's quarters. The whole of the second floor is devoted to sleeping accommodation in the shape of "early" dormitories and 33 state-rooms. The baths, lavatories, kitchens, servants' quarters and offices are all of generous dimensions, conveniently arranged in a separate block in the rear connected on each floor to the main building by covered bridges. Electric light is provided throughout the premises. The floors are of teak and English tiles, whilst the lavatories, etc., are tile-lined. The fittings are plain and strong, suitable to the uses for which they are designed. The ventilation has also been carefully studied and arranged for, and every facility for absolute cleanliness has been provided. In such comfortable quarters, while ashore, the British sailor should feel very much at home, and with the recreation provided, should be able to shun the hard times which, as the Hon. Mr. KENNEDY pointed out, and as all are aware, Jack generally has while ashore. In this retreat he will be free from "all the rogues in the place," and will be able to enjoy a well-earned rest until his ship sails "Hull down in the trail of rapture to the wonders of the sea."

dollars have been and are in use, but none have yet displaced from popular estimation especially in China, the Eagle dollar. In our comments on Chinese currency in our last issue, we noted that the dollar, though a coin, was not legal tender, a statement which drew attention to the several coins of that denomination which are in use in the Empire. The consular report on trade at Wuhu states that the Spanish "Carolus" dollar, though it has depreciated owing to slackness in the rice trade, still maintains its favoured position. For many years this was the only foreign coin accepted by the Chinese, and its survival at this Yangtze port is curious. The few remaining unhopped specimens of the eighteenth and nineteenth century estimated not to exceed 400,000 in all, form as we learn from the report mentioned, a favourite medium of exchange. The dollar of Charles IV. (A.D. 1788-1808) have for fully eighty years commanded a premium of at least 30 per cent., but not those of his predecessor or his successor. However, the Carolus, also called the Pillar dollar, from its design—the Pillars of Hercules—had given way some sixty or seventy years ago to the Mexican. The latter was readily accepted at Canton and the Carolus was demonetised. Still the Spanish coin held its own at Shanghai and on the Yangtze for many years, by the Taiping Rebellion by restricting the consumption of imports drove this dollar to a premium, which by 1855 amounted to per cent. and in the next year to 30 per cent. of its intrinsic value. Mr. H. B. MOZES, his work on "The Trade and Administration of the Chinese Empire" points out the curious spectacle was seen of exchange quoted at Canton at 4s. 6d. per dollar (Mexican of 416 grains), and at Shanghai 6s. and more per dollar (Carolus of 444 grains). The situation became intolerable, and on a fixed day merchants' accounts at the banks were transferred, unit per unit from a currency (the Carolus) containing 362 grains of fine silver to a currency (the Shanghai tael) containing 612 grains of fine silver per unit. In Formosa the chopped Carolus remained the ordinary currency at its intrinsic valuation up to the time of the Japanese occupation in 1895, in which year it is noteworthy that two and a quarter million of these dollars were imported at Tamsui grasping a cactus in its talons, practically forced the Carolus out of circulation, and though other foreign coins such as the American trade dollar, the Japanese yen, and the later British and French trade dollars have been introduced, none of them have been able to displace it so far. Of course the establishment of a universal currency for China ought to lead to the disappearance of all foreign coins, but that cannot be regarded as an evil, in view of the benefit accruing from a uniform native coinage.

The Russo-Chinese Bank may effect a fusion with the Siberian Bank, says a Manchurian dispatch.

Full public mourning for the late King ended on Friday, but half mourning continues until the end of the month.

Mr. T. H. James, the late manager in London of the Nippon Yusen Kaisha, has left net personalty valued at £73,575.

Regulations issued by the Director of the Bureau of Agriculture, Manila, with reference to the importation of cattle into the Philippine Islands, are published in the current Gazette.

A handy little pocketknife advertising Napier Johnstone's famous square bottle whisky comes to us from Messrs. Lane, Crawford & Co., who are the local agents for this well-known whisky.

At the Magistracy on Saturday Mr. J. R. Wood fined a passenger by the river steamer *Shui On* \$25 for infringing the exclusive rights of the Postmaster-General by bringing letters into the Colony.

The Harbour Master has received information from the Commissioner of the Chinese Imperial Maritime Customs that the junk, sunk in the Canton river, South of Lankit, has been blown up, and that no impediment to navigation any longer exists, the depth of water there being normal.

In connection with the Edinburgh World Missionary Conference a prayer meeting will be held at St. Paul's College this evening at 5.30. The Bishop of Victoria will conduct the meeting and special reference will be made to the Conference. All interested are cordially invited to attend.

It is notified in the Gazette that any British subject residing in the Colonies, who may expect to require a passport to be issued to him in England, must furnish himself with evidence of such a character as will enable the Colonial Office to recommend him to the Foreign Office as a fit and proper person to be entrusted with a passport. In the case of a naturalised British subject, this requirement is in addition to the evidence of identity and nationality contained in the applicant's naturalization papers.

the bar boy of the Kowloon Bowling Club, who was missed some time ago, and who is alleged to have departed with a sum of money belonging to the Club, was recently arrested at the Club by Sergeant Gerrard. The defendant appeared before the Court on Saturday, and the hearing of the case was adjourned.

During the week-end thieves have taken advantage of the open doors and windows of residences, which were not closed owing to the weather, to enter and appropriate various articles of jewellery and clothing. Numerous reports of articles missing have been made to the police by residents of the upper levels and the Peak.

At the Sanitary Board meeting to-morrow afternoon a minute by the Head of the Sanitary Department will be submitted relative to converting the Des Vaux Road market into a store for dust and water carts, as well as a list of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinance, 1905-1909, for May.

A notification in the Gazette states that the attention of the Army Council has been drawn to the circulation of forgeries of the parchment certificates of character of soldiers on discharge from the Army and the Reserve. The authorised forms are invariably printed on parchment and bear the printers' press mark "H. V. V." with the date and numbers printed. This mark is absent on those forgeries which come under notice.

A Chinese singer appeared before Mr. E. R. Hallifax at the Magistracy on Saturday charged with begging in D'Aguiar Street. The singer, who was blind, denied the charge. He sang for a living, and so did his blind wife. Inspector Cameron informed his Worship that complaints against these people were frequent. The Magistrate discharged the defendant, but warned him that he must confine his duties to the Chinese portion of the town.

The Finance Board, Mukden, has, after consultation with the Boards concerned, fixed upon the tax tariff to be levied on the manufactures of the British American Tobacco Co. there and will negotiate on this subject shortly with the British Consul-General. It is said that the Chinese side maintains its position to impose a 5 per cent. tax and to exempt the output from the *Wain* tax, whilst the Tobacco Company adheres to its 4½ per cent. proposition, but would agree to pay the *Wain* tax. It is thought likely that a compromise will be effected.

The Criminal Sessions were formally opened by his Honour Mr. F. A. Hazeland at the Supreme Court on Saturday, and adjourned until 10 a.m. this morning. The calendar is as follows:—Li Chang, armed robbery; Chan Yan, uttering counterfeit coin; Chan Lam and John Grant, obtaining goods by false pretences; Ng Chin, kidnapping; Lai Fung and Lim Lai, armed robbery.

The promising outlook at the beginning of the week, when the market opened strong in sympathy with a rise in the price of rubber, was, says Messrs. Ellis & Ellis in their weekly report, not sustained throughout the week. The smart spurt in the price of shares was soon checked and a recession took place, bringing rates down several points, though not to the depth touched during the preceding week. Sales have been few and far between, though a better evidence is apparent of an inquiry for Singapore stocks. The market closes rather steady.

LOCAL SPORT.

LAWN BOWLS LEAGUE.

A match in this competition was played on the Police Recreation Ground at Happy Valley on Saturday between the home team and the Civil Service, the police scoring a win by fifty points. The only interesting game of the match was between the teams of which Pitt and Brett were skips, the former just scoring a win by one point. In the other two trials the police had things all their own way, and in the expressive language of the victors gave their opponents "a proper dusting." The rink scores were as under:—

POLICE.		CIVIL SERVICE.	
Robertson	Thornhill		
McHardy	Higby		
Ogg	Adams		
Cameron	Boad	..(skip)	11
Bell	Woolley		
Gourlay	Blowey		
Stewart	McIvor		
Withers	Wheel	..(skip)	9
McLennan	Duncan		
Grant	Dawson		
Fenton	Fincher		
Pitt	..(skip)	19	Brett
			..(skip)
Total	88		38

HONGKONG LAWN TENNIS LEAGUE.

The match between Y. M. C. A. and Wigwam on Saturday afternoon, played on the ground of the former, resulted in a win for the home team by 60 games to 39. Scores:—

Edwards and Hickling beat Jeffries and Devan 7-4, Irving and Kennet 8-3, and Brandmann and Fittok 9-2. Clements and Vivesh lost to Jeffries and Devan 4-7, to Irving and Kennet 3-8, and beat Brandmann and Fittok 8-3. Shorey and Joseland beat Jeffries and Devan 7-4, Irving and Kennet 7-4, and Brandmann and Fittok 7-4.

How TO BE BRAVING—Keep your complexion, Mrs. Ellen's Crime Charmante, Lait Charmant and Special Skin-Tonic and Poudre Charmant will enable you to do it. For Specialties for the Skin see the list of a lifetime. A. S. Watson & Co., Ltd., Agents.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

NEW STATES OF AMERICA.

LONDON, June 17th.

A Washington message says that the Senate has admitted Arizona and New Mexico (formerly territories) as new States.

THE BIG FIGHT.

LONDON, June 17th.

The Jeffries-Johnson fight is to take place at Goldfields, Nevada.

THE CONSTITUTIONAL CRISIS.

CONFERENCE OPENED.

LONDON, June 17th.

What is described as the first meeting of the Conference of parties to consider the constitutional problem that has arisen was held this afternoon in Mr. Asquith's room at the House of Commons.

There were present—Mr. Asquith, Mr. Balfour, Lord Crewe, Lord Lansdowne, Earl Cawdor, Mr. Lloyd-George, Mr. Birrell and Mr. Austen Chamberlain.

It is understood that the deliberations of the Conference will not be hampered by any limitation or conditions, and that the proceedings will be regarded as confidential throughout.

TURKEY AND GREECE.

LONDON, June 18th.

It is reported from Constantinople that the Turkish Government, though not alarmed at the Greek military preparations, has decided to call out a precaution.

A boycott of Greek shipping and goods has been proclaimed at Constantinople.

LONDON, June 18th.

M. Pichon, French Minister for Foreign Affairs, announced at a Cabinet meeting that the Council of Protecting Powers was in complete agreement regarding Crete, and was about to strengthen the naval forces at Suda Bay in order to enforce respect to its decisions and meet every eventuality.

FIGHTING THE TRUSTS.

LONDON, June 18th.

Yesterday at New York eight cotton speculators, including Mr. Patten, were indicted by the Federal Grand Jury for alleged violation of the Sherman Anti-Trust Law in connection with the recent bull and pool in cotton. They have been allowed bail.

MR. THEODORE ROOSEVELT'S HOMECOMING.

UNPRECEDENTED WELCOME.

LONDON, June 18th.

Mr. Roosevelt and family received an unprecedented welcome on returning to America. From New York a flotilla of two hundred decorated excursion steamers sailed out to meet the incoming liner, and escorted it to the port amid the booming of guns and the piercing syren calls of the innumerable vessels.

Mr. Roosevelt was received by the most prominent men of the country and a procession to the city was formed.

A disagreement took place on the verandah of the Hotel of Mr. Justice O'Connor at Rangoon, on May 5th, between two members of the Bar. One of these gentlemen asked the other to withdraw certain statements made against him the previous day in the course of the hearing of an insolvency case before the judge. The barrister declined and the parties came to fistfights, which continued some little time. This is not the first time such a scene has occurred amongst Chief Court advocates there, says a Rangoon wire.

TAIKOO DOCK ASSAULT CASE.

DEPENDANT DISCHARGED.

The case in which Mr. J. Tully, a foreman at the Taisoo Docks, was summoned for assaulting a Chinese fitter, concluded before Mr. E. R. Hallifax at the Magistracy on Saturday.

Mr. Christopher Wilson (of Messrs. Hastings & Hastings) represented the complainant, while Mr. F. Paget Hett (of Messrs. Brutton & Hett) appeared for the defendant.

Dr. Fitzwilliams spoke to examining the complainant, who complained of pain just under the shoulder-blade. There was a slight redness and some swelling. This region, in tropical countries, was a dangerous one, for it was within the area of the spleen. In this case the injury was not that of a desperate blow, still it would have been quite sufficient to have caused danger if the man had enlarged spleen.

A Chinese foreman gave evidence for complainant, and was later cross-examined by Mr. Hett. He said he was not a member of the fitters' guild, and did not know whether complainant was, but he had heard there was a fitters' guild.

For the defence, the head Chinese foreman stated that complainant was just before the quarrel, working with his tools beside him. Witnesses saw him leaving later and he then had a bucket of tools with him.

Defendant said he had been employed at the Taisoo Docks for nine months and before that he worked at the Hongkong and Whampoa Docks for five years. He had never had a complaint laid against him either to his employers or at the Police Station. Sometimes he had as many as 600 men under him. On the date in question he had to complain because of the little work which had been done on a ship while she was in harbour for four days. He spoke strongly to the complainant, who was standing alongside a cheek valve pretending to work, but doing nothing. He had his tools with him, and when witness spoke to him the others began to laugh, whereupon complainant began to mutter to himself in Chinese.

Mr. Hett—And you struck him?—Yes. Why did you do it?—Because I thought he was going to strike me.

Is it not a fact that at the Taisoo Docks if the men are in trouble among themselves the first thing they do is to grab hold of the tool bucket?—Not only there, but everywhere. They use it as a weapon of offence.

Did he threaten you in any way?—He reached towards his tool bucket and I then struck him.

Do you believe that he was going to strike or stab you?—Undoubtedly he would have struck me had he got to his hammer.

Cross-examined by Mr. Wilson, defendant said there never was a strike at the Kowloon Dock while he was there.

Was there at the Taisoo Dock?—Yes. Were you in any way connected with it?—I was.

There was a "squeezing" going on and it stopped it.

Did they say that you had ill-treated them and that was why they struck?—No.

Questioned as to the alleged provocation in this case defendant said complainant reached out for his tools, but did not get at them in time.

Do you not think you made up your mind too quickly when you came to the conclusion that he was going to strike you?—No. I have been hit before by workmen. I don't take any chance, now.

Did he adopt a threatening attitude?—Undoubtedly. If you adopted the same attitude I should strike you just the same. That is how convinced I am of it.

Supposing that he did strike you, you would have had other remedies?—None nearly so quick or so effective.

Without calling on Mr. Hett to address him, his Worship discharged the defendant.

CURRENCY PROBLEMS IN SIAM.

One of the minor worries in Bangkok at the present time is, says the *Bangkok Times*, the surprisingly large number of old and worn tial pieces in circulation. Everybody—Government Departments included—is offering them in payment of debts, while nobody will accept them if he can avoid doing so. It is said they come largely from up-country, from old buried hoards, that the people are now finding it necessary to have recourse to them. They may be a fanciful explanation, but in any case there is present something of a problem owing to the unwillingness of the banks to handle them. The reason of the difficulty is not plain. By the Notification of the 11th November, 1908, the tial and the salung minted under former Acts continue in general use as heretofore. If by reason of ordinary wear the designs and inscriptions have become effaced, or the weights diminished below the prescribed limits, then under the Gold Standard Act it is the business of the Ministry of Finance to call in such coins and to accept them at their full nominal value. Of course it is possible to raise a question of what is "reasonable usage," but it is very unfortunate that the acceptance of the coin of the country should be made a matter of doubt so long as that coin is a genuine product of a Government Mint. That is what has happened owing to the resurrection of the old coins, and the sooner the ordinary steps are taken to get them recalled the better. The salung was also recently a coin to avoid, but that was because people would flatten out their beat coins instead of availing themselves of the provision made by the Government for recalling them as they were.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Bubi* left Manila on the 18th inst., and is due here to-day at 3 p.m.

The P. & O. S. N. Co.'s str. *Delta* left Singapore for this port on the 17th inst. at 6 p.m. with the outward English Mails and is due here on the 22nd inst. at about 6 a.m.

The P. & O. S. N. Co.'s str. *Tana* is expected to arrive at Penang on the 22nd inst., at 5 a.m.

The Apar str. *Catherine* from Calcutta left Singapore on the 18th inst., p.m., and may be expected here on or about the 23rd inst.

The C.P.R. str. *Empress of India* left Vancouver on the 15th inst. a.m. for Hongkong via usual ports of call.

RANDOM REFLECTIONS.

The Chinese do not understand sport as we know it. At the dragon boat race which took place at Dumb Bell Island the crews of the second and third boats were disappointed because they did not receive the same monetary rewards as the winning crew, and in order to ensure a race this year it had to be stipulated that all the boats competing should receive the same reward. I suppose they would argue that as all did their best no distinctions should be made in the final awards.

The rain which gave such a happy relief from imminent water famine at the beginning of the month has not been followed, as was expected, by other falls of any importance, and speculations are being indulged as to whether the excessively dry spell is at an end or not. If anything were calculated to improve our finances by inducing people to "get off the water wagon" it is the present colour of the liquid which comes through the mains. The Chinese declare that it spoils their tea, and the Westerner looks at it and shakes his head and orders something else.

Perhaps I shouldn't say this after Sir Henry May has pointed to the advantage of abstinence from strong drink, but, as has been declared before, medical opinion is certainly not adverse to a mild stimulant in this climate. For myself, I must confess that the appearance of the water proves that I have not so much faith as some people. The water may be good and wholesome, but what's the use of filters if they can't remove the discoloration which is the subject of so much talk at present?

And while on this wet subject, might I be allowed to suggest to the Government the advisability of keeping such a person as a naturalist? All sorts of weird things are fished out of the sea or drawn through our water mains in this part of the world, and the natural history section of our museum might be augmented if we had a man qualified to classify the weird reptiles, or whatever else they may be called.

The latest discovery, which has come out of the water we drink, and which has probably been driven from its lair in the depths by the salt which has discoloured Adam's ale, is "a weird little living thing," with a square-shaped head, no legs, and a tail like the same length as its body. The Chinese who found it, after wondering whether Tytan breeds dragons and mermaids, suggested that it might be a remote ancestor of the microbe. This is not the first find here on which a naturalist might have thrown enlightenment.

At any rate, I presume the Medical Officer of Health, who has devoted years to the slaying of that enemy of man—the microbe—has paid a visit of inspection to "that weird little living thing," the discovery of which in our water supply is liable to create a scare among teetotalers, and to cause those who are in the habit of taking "a wee drappie o't" to swallow more than is good for them in this hot weather. Possibly Dr. Clark can assure us that the "zoological puzzle" is nothing more than a tadpole, and if the Analyst will follow on with the old assurance that "the water is of excellent quality," then those who are addicted to the harmless fluid will be able to slake their thirst without fear.

Another chapter has been added to the history of Hongkong, and our merchant seamen, to whom the Colony owes so much, are in turn deeply indebted to the philanthropists who have provided them with the palatial shore residence which was opened on Saturday by His Excellency the Officer Administering the Government. Sir Frederick Lugard, although absent in person, was present in spirit, as the address of Bishop Lander indicated.

It was a remarkable fact, however, that the men for whom this commodious home is provided, were practically new to the opening ceremony. The large assemblage included numerous Chinese and their ladies, as well as representatives of many nationalities, but where were the "sons of the sea"? Sir Henry May's humorous speech was practically addressed to them, but there were few present to applaud the sentiments expressed by the Acting Governor. Fortunately, however, the advice will not be "wasted on the desert air" for it will appear in print to-day, and will no doubt appeal to the men for whom it is intended.

His Excellency Sir Henry May was in particularly good form on Saturday afternoon, and his speech at the opening of the Seamen's Institute was very entertaining. His pun—I am not sure whether it was conscious or otherwise—was delightful when in referring to what he might have done as Chancellor of the Exchequer he exclaimed that he would have produced a budget, "which, by George, would have given unalloyed pleasure to even Irish taxpayers." The italics are mine.

The new King's title should give the Scottish patriots a rest. All the previous Georges were British, and therefore Scottish as well as English.

It is amusing to see the *Peking Daily News*, a Chinese organ published in the capital, referring to certain foreign newspapers as "yellow" journals. The inference is that yellow men prefer white journals.

Tiger stories have cropped up again. I see the latest version reports that military officer encountered two of these brutes near Kowloon City rifle range, but though he made his way in safety to the range and a hunt was instituted

no trace of the animals could be found. This is doubtless due to the fact that local sportsmen have no experience in this kind of hunting. Tigers are occasionally reported in the New Territory. I have been told that several years ago a farmer beyond Taiipo lost a cow, and was foolish enough to follow its tracks uphill until he came to a thicket from which sounds came. He threw a stone in the direction and was at once attacked by a tiger which mauled him so severely that he died shortly after the appearance of rescuing neighbours.

Three years ago I remember one of the European railway construction staff encountered a grey wolf which stared at him. The wolf was unarmed, but he sent his Indian servant back to his matchbox for a gun. This he brought, but the stupid fellow never thought of ammunition, and so the wolf, after standing his ground for a considerable time, turned tail and was soon lost to sight.

Wednesday is Midsummer Day. Oh! to be in England! Had we those long summer nights in Hongkong would be much more pleasurable.

It is reported that the Waiwun has been requested by the Portuguese Minister in Peking to open negotiations on the question of joining the lines of the Canton-Macao Railway together. Does that mean a monorail?

RODERICK RANDOM.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room on the 21st May, 1910.—Present:—Messrs. W. Kruse (Chairman), J. S. Fowick, C. Lee, L. Menarini, L. I. Thomas, and C. Berkeley Mitchell, the Secretary.

1.—The minutes of the last meeting are read and confirmed.

2.—A despatch is read from the Senior Consul, on behalf of the Consular Body, notifying that the Council has a legal right, in accordance with the Land Regulations, to prohibit quarrying within the Settlement, and pointing out that to avoid inconvenience the Consular Body is of opinion that the 30th September, 1910, should be appointed as a limit after which no quarrying licences should be issued; further, that the Consular Body unanimously agree to enforce this prohibition of quarrying against their respective nationals. A despatch is also read from the Consular Body enclosing one from the Taotai at Amoy requesting that quarrying on Kulangsu may be prohibited. The Consular Body asks to be informed what measures the Council intend to take with regard to the Taotai's request. It is decided to issue a proclamation prohibiting quarrying after the 30th September next, and to inform the Consular Body accordingly.

3.—In reply to a letter from Mr. H. J. P. Anderson, applying for leave to blast certain stone on the Anglo-Chinese College property, the Secretary is to inform him that the Council grants him permission providing he takes all necessary precautions to safeguard the public and the adjoining property, but that he must be prepared to abandon such blasting should the Council receive any complaint in regard to same.

4.—The likelihood of a water famine owing to the exceptionally dry season we are experiencing is discussed, and a letter from the Rev. J. Beattie on the subject is read. As the question arises whether the Council has the power to prohibit owners of wells in Kulangsu from selling their water to people in Amoy and elsewhere, or using it for other than domestic purposes, it is decided to refer the matter to the Consular Body for an expression of their opinion.

5.—An application from Dr. Bonthius, of the Hope Hospital, to erect an engine-house, is submitted and granted.

6.—Mr. Thomas proposes, seconded by Mr. Lee, that arrangements be made for obtaining the temporary services of an expert to advise the Council on the questions of (1) a survey, (2) waterworks, and (3) a main drainage scheme. Carried unanimously.

7.—The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons—Encroaching on land, 1; obstructing the public drains, 2; committing a nuisance, 2; throwing rubbish, &c., into the public drains, 3; assault, 2; debt, 1; non-payment of quarry licence, 2; illegally selling land, 2. Summary arrests—Assault, 2.

SPAIN AND THE "MAINE."

The Spanish Government has decided, it is said, to demand a fresh inquiry into the cause of the *Maine* disaster if the wreck of the battleship is raised. Most prominent Spanish naval experts have already prepared elaborate reports upholding their version of the cause of the disaster, namely, spontaneous combustion in the powder magazine.

So far as could be ascertained the State Department of America has had no intimation from the Spanish Government that it intends to request a new investigation. If such a request be made, both the State and Navy Departments will probably oppose a second formal inquiry. Shortly after the *Maine* was blown up a naval court of inquiry, after a comprehensive study, decided that the *Maine* was destroyed by an external explosion. The officers of the State and Navy Departments believe the investigation complete and convincing.

Congress has authorized the raising of the *Maine*, but has appropriated only \$100,000, while \$200,000 is said to be necessary. The work will probably not be started until an additional appropriation is made. It is not believed that Congress will again take up the question at the present session. In the meantime the State Department has begun negotiations with the Cuban Government for permission to raise the wreck from Havana harbour.

HONGKONG SEAMEN'S INSTITUTE.

BRILLIANT OPENING CEREMONY.

An interesting function took place at Wan-chai on Saturday afternoon when the newly-erected, handsome edifice, which will in future be known as the Seamen's Institute, was opened by His Excellency the Officer Administering the Government. The building, which owes its existence to the generosity of Sir Hormusjee Mody, is a commodious one fitted with every comfort, and should prove a welcome home to "the weary sailor spent with toil." The opening ceremony took place in the big concert hall, and was attended by a large and representative gathering. In the centre of the wall at the back of the stage hung the flag of the "Mission to Seamen," while on the right and left of this were the photographs of the Rev. J. H. Franco, the sailor's friend, and Sir Hormusjee Mody, the sailor's benefactor, both draped with bunting. Seated on the stage were His Excellency the Officer Administering the Government and Lady May, Sir Hormusjee Mody, His Lordship the Bishop of Victoria, Colonel St. John, Hon. Mr. W. Rees Davies, Hon. Mr. H. Keswick, Rear-Admiral and Miss Lyon, Archdeacon Barnett, Hon. Mr. W. Chadham, Hon. Mr. Murray Stewart, Mr. L. Gibbs and other ladies and gentlemen, while the cosmopolitan gathering in the body of the hall included Dr. F. Clark, Messrs. T. F. Hough, A. H. Harris, E. A. Gubbay, M. S. Sassoon, G. Piercy, E. Pabney, Mr. E. J. and Miss Hughes, Dr. J. W. Noble, Mr. and Mrs. W. D. Braddwood, Mr. von Wisner, Consul for Austria; Mr. T. Funatsu, Japanese Consul; Rev. and Mrs. H. R. Wells, Rev. and Mrs. C. Bone, Messrs. W. G. Humphreys, A. H. Ough, A. Dastur, S. K. Setna, Colonel and Mrs. Chapman, Dr. and Mrs. Gibson and Messrs. G. Liebert, Consul for France.

Proceedings were opened with hymn and prayer.

His Lordship the Bishop then said he had the pleasure and privilege of saying a few words of an introductory and explanatory nature. In the first place, he had to say that His Excellency Sir Frederick Lugard desired him to express Sir Frederick's regret that it was not possible for this institute to be opened before he left the Colony for his well-earned rest. The absent Governor had taken the deepest interest in its inception and building. The committee had also to regret the absence of their secretary, Sir Paul Chater, to whom they owed so much. He also was away from the Colony. Likewise his Lordship had to apologise for the absence of the senior chaplain, the Rev. C. E. Thompson, whose health necessitated his departure for the summer holidays before the opening of this institution. For years past the Mission to Seamen had been busily engaged in this Colony, and these who had lived here any length of time would recall the names of many chaplains who had done useful work in connection with them. All along, the Mission to Seamen had received very cordial and hearty support from the leading people and shipowners in the Colony. Again and again had appeals been made, and they had always met with a ready response. St. Peter's Church, the Institute at Kowloon and others being opened. But perhaps the most remarkable progress witnessed within the last two years was when it was decided that a new institute should be erected. A meeting was held under the presidency of Sir Frederick Lugard in the City Hall, and most of those present would remember how enthusiastically the matter was taken up. How in a short time a considerable sum of money was subscribed, and how it came as a surprise to the committee when Sir Hormusjee Mody made the magnificent offer that he would give the large sum of \$35,000 to erect a Seamen's Institute if a gold coin could be found. (Applause.)

Sir Hormusjee's was a household name throughout the Colony, and along the ages his name would ever be associated with the Hongkong University and also with the Seamen's Institute. Subsequently Sir Hormusjee raised his subscription from \$35,000 to \$50,000, and earned the gratitude of everybody who valued our sailors—and we all did that—and of everybody who cared for the well-being of our Colony. His Lordship took the opportunity of thanking Sir Hormusjee, on behalf of the committee, for all that he had done, not only for the disease, but for hundreds and thousands of sailors who would use that beautiful hall. He had also to thank friends too numerous to mention for other contributions. At the present moment there was a deficit for acquisition of the site and expenses connected therewith of about \$14,000, but he was sure when this fact was stated that friends would readily come forward to contribute that comparatively small sum, seeing that Sir Hormusjee Mody had done so very much. This work was done on behalf of a class of people to whom the Colony owed very much, and a class of men who would always appreciate what was done for them. There was no one more appreciative than the sailor for any kindness shown to him. The Bishop concluded by asking the donor of the building to address the meeting.

Sir Hormusjee Mody, who on rising was greeted with loud applause, said:—Your Excellency, my Lord Bishop, Ladies and Gentlemen,—We are here to-day to put the finishing touch, by declaring this Seamen's Institute open, to a work which I trust will prove of lasting benefit to those for whom it is designed. It was only in March, 1908, that the needs in this Colony of so deserving a class of men as the sailors of our mercantile marine were first brought to my notice, by one who had their care and welfare at heart for many years, namely, the Rev. J. H. Franco—(applause)—and on learning from him the difficulties under which the good work was being carried on here, I was prompted to make my offer to provide them with a building suitable to their needs. It will

be remembered that it was at a meeting held in the City Hall early in 1908, under the presidency of Sir Frederick Lugard, who is always in the front ranks in any good cause, that the public first learned from his Lordship the Bishop, who ever since his advent to the Colony has taken a great interest in the work of the Seamen's Mission, the necessity for concentration of this work in erecting a new building, upon a site which it was proposed to purchase for that purpose; and in the same year when he left for home, his interest in the scheme continuing, he appealed through the columns of the *Times* newspaper for funds in aid of this good work. Nor must we forget to mention the enthusiastic support of Admiral Sir Arthur Moore, and his stirring speech which did so much to fire us all with the desire to help in some way our sailors. It was at this meeting that I made my offer to erect a suitable building at a cost of \$35,000, which amount I subsequently increased to \$50,000. On the 25th April last year His Excellency Sir Frederick Lugard laid the foundation stone; the building is now an accomplished fact, and I think reflects great credit on Messrs. Leigh & Orange, the architects, who have designed a building whose interior in all respects is suitable to the requirements, and with an exterior so pleasing to the eye, and a credit to the Colony. It merely remains now for me to present it to those for whom it is built, and for you, Sir, to launch it on its sphere of usefulness by declaring it open, and I feel sure under the able administration of the present Chaplain to Seamen, the Rev. C. H. Thompson, who has done such splendid and hard work for them during the last four years, and who has left for a short trip to Japan in search of renewed health and vigour, as well as in the capable hands of his assistant, the Rev. A. P. Crofton, it will prove a comfortable home to many a deserving seaman. Let us hope that with this proof of the Colony's care for them our seamen may learn to appreciate what has been, and is being, done for them here. Personally I feel sure that they will. It is usual on occasions such as this to present to the person performing the ceremony, a silver key wherewith to open the main door of the building, that he may be the first to enter and declare the building to be "open." Unfortunately the circumstances of the case render this quaint custom impracticable on this occasion. I will, however, ask the acceptance by your Excellency of the photograph of this building in memory of your visit here to-day, and now request you to declare the building "open." (Applause.)

As Sir Hormusjee Mody handed the photograph to His Excellency, the applause was renewed and continued with vigour for some time.

His Excellency, on silence being resumed, said:—My Lord Bishop, Ladies and Gentlemen.—There is nothing I dislike so much as a rule as making a speech. Perhaps the reason is that in the speeches I have to make I generally have to tell people something they are not pleased to hear. Usually it is that the Government for various reasons can't do what people want. I have no doubt that on such occasions people think that the Government could do it if they wanted. I have addressed all sorts of audiences in this Colony at one time or another, from the Legislative Council down to an awkward squad of Chinese policemen. To-day, thank Mody, I have not to address either. To-day for the first time I have been called upon to address a body principally composed of British seamen. I think any Englishman would enjoy such an opportunity. It was born in 1891—the same year that I was married—I suppose that is why it has been so lucky. Its cradle was a matchless in Kowloon which I will remember. Its nurse was the Reverend Mr. Gurney Goldsmith, at that time Chaplain of the Missions for Seamen. It was not long before the matchless was superseded by the existing brick and mortar institute in Kowloon. In 1893 a branch was opened by the Mission in Queen's Road under the name of the "Star Coffee House." This remained open for nearly five years, when a more commodious building with accommodation for 40 beds was obtained at the corner of Pottinger Street. This establishment proved too costly and was abandoned for premises in a bye street off Queen's Road, which was also abandoned not long after. The next step was the establishment of the Hongkong Institute at Wan-chai, which was opened by Sir Matthew Nathan in 1905. That Institute did good work and on many occasions as many as 2,000 seamen visited the Institute during the month. The Bishop has referred to the magnificent gift of this building by Sir Hormusjee Mody. You all know Sir Hormusjee. The first thing that strikes you about him when you first make his acquaintance is his hat. But you soon find that his fine though his head-dress may be, his head is still finer. If I had Sir Hormusjee's head with my opportunities, I should have been Chancellor of the Exchequer, and I should have produced a budget which, by George, would have given unalloyed pleasure to even Irish taxpayers. But in China you know things are upside down. The Chinese say that a man carries his brains not in his head, but as near the other end of the body as is conceivable—in the stomach. We are next door to China. Still stomachs are not fitting things to talk about with ladies present. So I will substitute a contiguous organ—the heart. Sir Hormusjee's heart aches even his head. If we could see it I feel sure it is as big as a bullock's. Nothing seems too big for it. And it is his heart that has prompted the many magnificent gifts he has endowed the Colony with. Now, when Sir Frederick Lugard laid the foundation stone of this building, he reminded those present that one of their first duties was to show their gratitude to Sir Hormusjee Mody. I would include all those generous persons who have contributed the large sum of money required for

the purchase of the site on which the building stands. I do not know who they all are, but you may take it that they are the principle British firms and residents who are ever generous in responding to appeals to their generosity, and I should not be surprised to find that foreign firms and Chinese have contributed also. Now how can you best show your gratitude? Why, by making a proper use of this fine building and by proving by your sober and earnest lives that you are fitting objects for such a magnificent gift to be bestowed upon. Remember, you merchant seamen, that England's Mercantile Marine is of the very keelson of the Empire, even as you sailors of our Sailor King are one of her principal bulwarks. On you two bodies of men, therefore, depends to a large extent the stability and safety of our country. Yes, seamen, in addressing you I am reminded of an anecdote concerning an uncle of mine, one of my father's brothers, Rear-Admiral Charles May, told to me by just such another sailor of the salt sea-dog type, my kinsman, Sir Edward Chichester. When my uncle was a Captain in the Royal Navy he was chosen to command the biggest ironclad of the day—the *Northumberland*—because he was recognised as being one of the best officers and certainly one of the best in seamanship at that time in the Navy. Some years later the Lords Commissioners of the Admiralty were dining after an inspection at Portsmouth, and my uncle among others was present. The conversation turned on scientific subjects such as torpedoes, electric gear and other new-fangled innovations. "The fact is," said a young officer, "that science is of such paramount importance nowadays that every scientific officer should be distinguished by a big red 'S' in front of his name in the Navy list." "I have no objection at all," said Captain Charles May, "provided you put a big black 'S' in front of the officers who are seamen." Yes, my friends, they may talk of Dreadnoughts and Super-Dreadnoughts, of submarines and flying machines, but naval battles in the future will be won as they have been in the past by the side with the best officers and men. So show your gratitude to Sir Hormusjee Mody and the men of Hongkong who have provided you with this Institution, which may serve at once as a place of recreation and as a refuge from temptation, by leading earnest, sober, and God-fearing lives both outside of it and when within its walls. I use the word sober in all its senses. I am especially glad to notice that this Institution is conducted on temperance lines. Some people are ashamed to own that they do not drink strong drink. Believe me that as a rule the less men take of it the better men they are. Look at our local athletes. Mr. C. A. Carr, champion at lawn tennis, Mr. Dick Hancock, ex-champion tennis and racket player and one of the best all-round cricketers in the Colony, and Mr. John Johnstone, our crack amateur jockey. These men are teetotalers, and if you can find me three better men at work or play I will take off my hat to you. Therefore, drink little, bless Mody and his coadjutors, and pray God to make you worthy sons of your ancestors who built up the British Empire, which is largely in your keeping. Thus may you attain the greatest source of human happiness, the consciousness of duty well and nobly done. It remains for me to thank, on your behalf and on behalf of the Colony, the past and present Committee of the Mission, its Chaplains, and particularly Mr. Franco—(applause)—Sir Hormusjee Mody, and the subscribers to the fund for purchasing this site and for furnishing the building, for their work and generosity in providing the building, which I now declare open. (Applause.)

Sir Hormusjee Mody—On behalf of this Committee and for myself, I have to thank your Excellency for devoting this afternoon to us, and assure you that we fully appreciate your kindness in coming here to-day. I shall be glad if your Excellency and all here present will avail themselves of the opportunity to inspect the building throughout.

Hon. Mr. Knewstox said he attended on this occasion as the head of a firm interested in shipping. All knew perfectly well what a hard time seamen had in the course of their duties, and most of those present also knew what a very hard time seamen had when they came ashore, when all the rogues in the place were after them to get whatever they could out of them. The Seamen's Institute afforded them a place where they could get leisure moments and recreation, and the people in the Colony connected with shipping had to thank all those who made the erection of the Institute possible for giving the seamen a chance of having a good time when they came ashore. If he were to say anything more about Sir Hormusjee Mody he was afraid he would cover that kindly gentleman with confusion. He would therefore go back to the point on which he began, and that was to thank Sir Henry May on behalf of all present for attending to open the Institute. (Applause.)

After hearing his speech they would thoroughly realise that in going there he was not merely doing his duty as the Officer Administering the Government. He also attended as a man interested in the seamen of his country, and a man who knew as well as any present, if not better, their needs, their failings, and their pleasures. His kindly reference and advice to them should encourage them enormously in leading that life which he so manfully put before them. Once more he wished to thank His Excellency for attending, and they could not let the occasion pass without thanking Lady May for her gracious presence. (Applause.) He had not consulted his Lordship the Bishop and others of the committee as to the manner in which this resolution should be passed, but he thought it would be a very good way for all to stand up and give three cheers for Sir Henry May.

Taking the call from the Hon. Mr. Keswick, the assemblage raised three hearty cheers to His Excellency, another three to Lady May, and a third three to Sir Hormusjee Mody.

His Excellency briefly returned thanks, and thanked Sir Hormusjee Mody for his pretty souvenir.

Those on the platform then filed out into the passage way, the gathering in the body of the hall moving in the same direction.

His Excellency, accompanied by Sir Hormusjee Mody, descended the stairs to the first landing, and there unveiled the mural tablet, which was inspected by the visitors as they descended to the ground floor. The inscription on the tablet is as follows:—

SEAMEN'S INSTITUTE.

The foundation stone of this building was laid

BY
H. E. SIR FREDERICK LUGARD, K.C.M.G.,
C.B., D.S.O.
Governor of Hongkong,
28th April, 1909.

AND
The building was opened
BY
H. E. SIR FRANCIS HENRY MAY, K.C.M.G.,
Officer Administering the Government,
18th June, 1910,
And is presented to the Colony

BY
SIR H. N. MODY, K.T.
On reaching the ground floor the visitors were provided with light refreshments, and many delayed to inspect the newly-opened building.

THE JAPANESE TARIFF.

An official statement is published regarding the new Japanese tariff. Questions were asked in the House of Commons some weeks ago indicating the prevalence of an impression that the new scale of duties would bear heavily on the commercial interests of this country. The Japanese have contended, on the other hand, that the changes are on the whole to the advantage of British interests. Whatever may be the effects on British trade the changes have been made without any regard to the immediate possibility of reciprocal or retaliatory action on the part of this country, unless the prospect of Tariff Reform in the near future has—as in the recent case of France—been kept in view by those responsible for the revision. Says *The Times*:—Under present conditions, while the special interests of every other leading country are carefully considered on these occasions, it is country must take its chance, being a negligible factor in commercial negotiations despite the fact that its trade is the largest of all. In its official statement the Japanese Foreign Office pleads that the new duties, though higher than the old, are lower than they legally might have been, and that by contrast with the high tariffs of the Protectionist countries of Europe and America, they are tantamount to "Free Trade." Tariff Reformers in this country would be very glad to have the Japanese idea of Free Trade accepted here, for then the Free Traders would no longer have any fault to find with the Tariff Reform proposals. "The requirements of national finance and the development of domestic industries" are declared to be the objects of the present revision. I say are identical with the national reasons for Tariff Reform in this country—reasons of revenue with incidental protection of home industries. So long as revenue is a main object the rates of duty cannot be raised to a prohibitive scale, though they may, in the opinion of the Japanese statesmen, be made higher than hitherto.

Japan is one of the many tantalising countries which has to be explained away by the Free Traders. Like the ancient reprobates of Europe and the youthful debauchees of the New World, she defies the eternal verities by thriving on Protection. Approaching the Western World in a lurid spirit of inquiry, resolved to adopt what appeared most useful of its national civilisations, she has selected the system of raising revenue by duties on competitive imports as the best basis of State finance. According to the doctrine which was generally accepted as gospel in this country up to ten years ago, Japan ought in consequence to have gone headlong into economic disaster and national bankruptcy. The destructive tendency of her fiscal policy ought to have been accelerated by the additional strain of the exhausting war with Russia, which increased her national debt from 50 to 220 millions sterling. But what are the facts? Though the war debilitated her commerce for a considerable period—causing first an unnatural "boom" and then a corresponding "slump"—the statistics of her economic development will stand comparison with those of any other country. Since 1905 her foreign trade has grown by leaps and bounds, her capital invested in agriculture and industry has been trebled, and the tonnage of the mercantile marine has been doubled. Deposits in Post Office savings banks have risen from 3 million to 12 millions, while the rise in the average price of commodities does not appear to have been exceptional, despite the exceptional strain. The statistical evidence is, no doubt, surprising to many who had become accustomed to hearing Free Traders talk of Japan as a country staggering under excessive taxation. But even more instructive, in connection with the question of national finance, is the apparent success with which Japan is carrying out a heroic policy of debt reduction, this being one of the objects of the new Tariff revision. At the close of 1906, when her National Debt stood at £220,000,000, the Government assigned £11,000,000 to its service. This annual appropriation would, it was calculated, wipe out the entire debt in about thirty years. Subsequently the annual rate was increased, amounting in the last Budget Estimates to over £19,000,000, despite a remission of taxation to the extent of £1,000,000 and an increase of salaries in the Civil Service. Contrast with this the methods adopted here in order to prove that the financial resources of Free Trade are not exhausted. At the end of 1906 the National Debt was over £740,000,000, and the appropriation for the ensuing year was £22,500,000—already a heavy proportion, when in Japan. But instead of increasing the appropriation—in order to check the decline of national credit—Mr. Lloyd George is steadily diminishing it, robbing the Sinking Fund to obtain the money for increased expenditure which Free Trade is unable to provide in any better way. The policy of Japan is to wipe out her war debt in the lifetime of the present generation. In this country the Free Traders have thrown up the sponge with over 100 millions of the South African War debt still remaining.

National finance is part of the problem of national defence, the Navy and Army being impotent if money is not forthcoming. Another part of the problem is that of food supply. Japan, exerting herself strenuously both to strengthen her national credit and to preserve her agriculture, is an example to this country of an island State taking things seriously, instead of frittering her energies in domestic wrangles that concern nothing but the health or wealth of the nation. Here the vital things are ruled out by the Government to-day because they all point to Tariff Reform, which is inconvenient to the Liberal Party. For the sake of the Liberal Party—which knows well enough that it stands or falls not with "Veto" but with Free Trade—national finance must continue bankrupt, the volume of unemployment must remain double what it need be, and the Empire must continue to have its foundations sapped through neglect of the economic interests which have formed the foundation of every enduring State since history began.

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SENDERS OF TELEGRAMS are hereby notified that from the 1st JULY, 1910, until further notice the Charges of Telegrams will be collected at the Rate of Dollars 0.46 to equal Franc 1.00.

OLAF NIELSEN, Superintendent.
Hongkong, 20th June, 1910. [759]

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W. SWAN, Superintendent.
Hongkong, 20th June, 1910. [759]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF CARL THEODOR SPEIDEL, late of No. 58, Rue Talbot and No. 44, Rue Desbordes, Valmore, Paris, in the Republic of France, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 53 of the Probates Ordinance, 1897, made an Order limiting the time to the 30th day of July, 1910, within which all creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims.

All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Underigned before the date mentioned.

Dated this 14th day of June, 1910.

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HOOSAIN-ALI & Co.,
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Hongkong, 18th June, 1910. [707]

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[42]

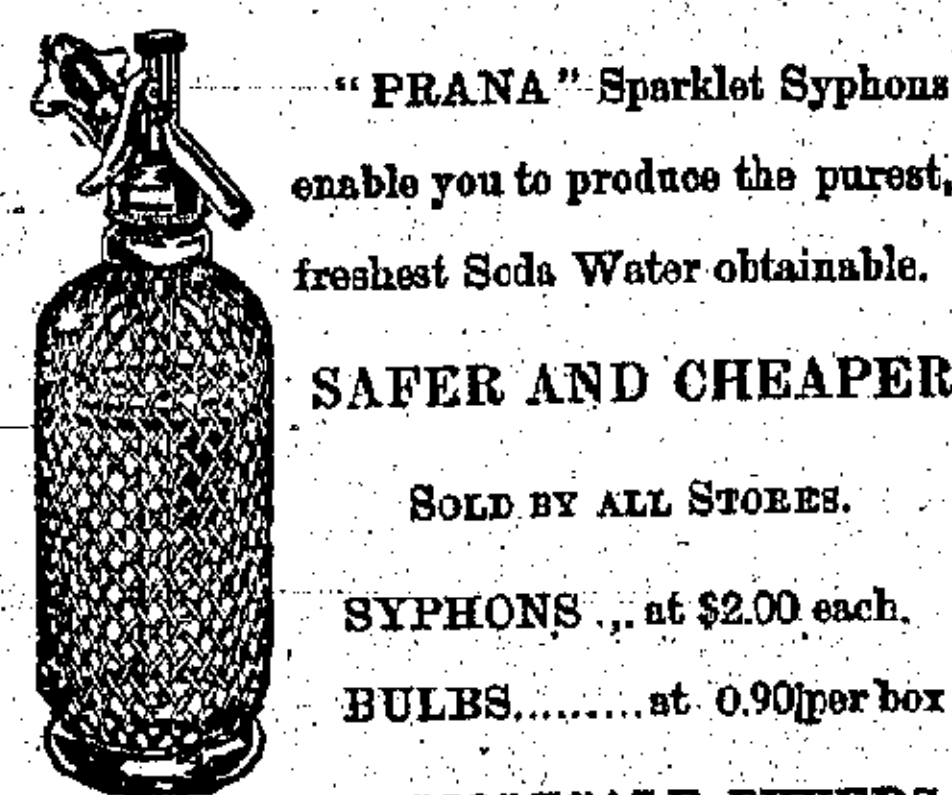
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[481]

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Hongkong, 27th May, 1910. [682]

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H. RUTTONJEE & SON,
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Hongkong, 15th June, 1910. [752]

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Hongkong, 9th January, 1909. [574]

TO LET

TO LET.

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CHATER & MODY,
Hongkong, 20th June, 1910. [736]

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Also New EUROPEAN FLATS, adjoining
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Hongkong, 1st June, 1910. [87]

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HENRY HUMPHREYS,
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Hongkong, 2nd February, 1910. [151]

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Hongkong, 3rd March, 1910. [363]

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Hongkong, 8th March, 1910. [95]

TO LET.

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ALSO

OFFICES, at No. 2, PEDDER STREET,
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Hongkong, 1st June, 1910. [706]

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Hongkong, 2nd June, 1910. [440]

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A LARGE BUNGALOW, with Garden
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Stand at the Avenida.

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Hongkong, 6th June, 1910. [719]

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TO LET

TO LET.

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Hongkong, 7th June, 1910. [724]

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on application. **D. TOHDOW, Manager.**
Hongkong, 9th March, 1910. [591]

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AFTER NINE YEARS. AN IMPRESSION.

[BY SIR ARTHUR CONAN DOYLE.]

Strange is the working of the drama of life! It was not three weeks ago that I passed Buckingham Palace. No royal shadow had come upon our hearts as to the King's health. He was within a hair and hard-working man. The royal banner was floating from the roof. As I passed a team of horses came forth harnessed to an empty stage. An orchestra sat on each side and they were brought out that they might be used to the sound of crowds, and bear him safely as he rides in State, amid his people. Now, for the last time, he passes in austere and dreadful dignity through hushed and crowded London, and for this were his horses trained; but who, of all men who viewed them, could have harboured so black a thought upon that sunlit day, with the royal banner mast-headed against the sky?

I cast my mind back nine years ago—a little more than nine—when I stood amid the crowd and saw the great Queen pass down upon that last dreary journey. The little coffin, small as that of a child, lay upon a gun-carriage. He rode behind it. I marked him well. His face was sad and resolute, his eyes far away, as one who sees a long vista of duty and steals himself to his task. I had good hopes for England as I saw that kind, grave face, and the gentle strength of his bearing. The great Queen lay upon the gun-carriage, but her spirit, her essence, all that she gave to her people and that her people craved, might still be with us. So I hoped and prayed.

Nine years have passed, and what could England have asked for more? Had we, as in older days, to raise our chief upon our shoulders, and all the wide world from him to make our choice, is it not thus that we should have chosen? Where was the wisest man? Where was the kinder? Where was he who was more truly the servant of all, and therefore the master of himself? Duty was with him like his shadow from the day he rode through mourning London till the hour when in one last sentence he left an inspiration to his people. "I will work to the end," I cannot think of any nobler dying words, of any more beautiful phrase than that. The gentle, steadfast spirit stood clear out in the light of one heroic phrase.

What have the nine years given us? What have we not received where the King sowed? What we need. Was there one nation in all Europe who looked upon us with a kindly eye? Had we not become in our proud aloofness a common vent for the spleen of each? There was not a single cloud, but many, and all might bank into one black menace. Now, if our sky is not cloudless, yet see the change which one short reign has wrought. Friendly shores face us. Our Eastern danger has thinned away. New bonds have been formed. Old bonds have been strengthened. This is the harvest of nine years.

THE PROGRESS OF EMPIRE. In the Empire, too, what years of progress! Australia united as one nation; South Africa also, with the old flag flying unchanged from Capetown to the Zambesi, Boer and Briton content beneath its folds. Ireland too—surely there are the first gleams of a sunburst over Ireland. Has any decade done more to heal the wounds of centuries as this the maturing hatred of the Celt? Everywhere in the White Empire there has been advance, and everywhere his hand and his counsel are seen.

And now the short, strenuous epic is over. Once more the gun-carriage of ill omen passes down amid the sorrowing people. Behind it follow as of yore the kings and the sons of kings with all of power and pomp and majesty that the world can show. Even as I saw him ride behind his mother, so now I see his son ride behind him. And as he rode there is a good hope for England, hope that may have lived under three reigns and yet under the one spirit. The King passes, but the tradition of duty, of moderation, of wisdom, is the kingly essence which remains and will not pass from among us.

THE LAST JOURNEY. Who shall hope to describe that cortege? What mere roll-call of regiments of monarchs or of nations can conjure it up? The senses were stunned by its majesty, its colour, its variety. Small details linger in the mind. One carries away the memory of the three, veterans riding abreast—Roberts like a white falcon, riding Kitchener, and the rugged Wood. Alas that Wolsey could not have made a fourth to render the group complete! The dog, too—the little white dog—who could forget him as he trots behind his master's coffin? And the troop of Kings who escorted them, whether with the noble Kaiser riding at their head, England has lost something of her old kindness if she does not take him back into her heart to-day. There is Spain, ascetic and eager; Portugal, a sun-burned boy; Belgium, a kindly faced man. There is hope for the Congo at last if that man has his way. Then, too, one remembers the strong profile of the great American, set like granite, as he leans back in his carriage. And to me the strongest impression of all, that exquisite Queen-mother, the sweet womanliness, the gentle, grave, a picture framed for an instant in a carriage window and never to be forgotten. These are high lights which stand clear in my mind after the broad river of scarlet and gold has flowed full tide between its banks of pale faces, and the King has passed to his place.

A NEW ERA. Now it is over. Statesmen and warriors, leaders and princes, with print of gold and flash of steel, the greatest master upon earth, all are gone and remain but a memory. The people surge forth from their close ranks, and the hushed hum of London rises once more. For a few hours the great complex machine has stood at rest—for as many weeks it has been running heavily and slowly in its countless gears. Each turns again to his own proper business. The great dead has been honoured. The world is now for the living. All its manifold activities will roar into action. The strife of parties will break forth. It is good that it should be so, for only through battle can Life's high issues be attained. It is in the fighting as well as in the object fought for that the virtues lie. To strive is to live; to rest is to decay. But in the hour of darkness, in the hour of weariness and despondency, that hour that comes to every man, he will lift up his heart and turn anew to his task when there comes to his memory those last words: "I will work to the end."

So may the spirit of the great King still linger to uphold his people.

THE JEFFRIES-JOHNSON FIGHT.

Whether the Jeffries-Johnson prize-fight will, says the *San Francisco Chronicle*, take place in San Francisco following the announcement of Tom Williams that he would prefer that the contest be not held at Emeryville, depends almost entirely upon the decision which District Attorney Fickert will give in answer to the protest filed by a committee representing the members of the Church Federation.

A committee consisting of Rev. L. J. Sawyer of the Hamilton Square Baptist Church, Rev. E. B. Dille of the Central Methodist Episcopal Church, and Attorney J. E. White, conferred with the District Attorney and placed before him the official arguments of their organization against holding the contest between the two heavy-weights in San Francisco.

The members of the committee argued that the fight will bring to San Francisco a large number of undesirable people and will tend to lower its esteem in the eyes of the world. A strong point was made of the fact that the contest practically had been driven from Oakland, and that it appeared as though San Francisco was to be the refuge of an exhibition which would not be tolerated elsewhere.

District Attorney Fickert told the committee that he was unable to decide the matter offhand and that it was impossible for him to say what his course of action would be. He took the matter under consideration and said that he would make careful examination of the law relating to boxing contests. He promised to give a decisive answer to the committee of the Church Federation.

With this assurance the committee withdrew promising to be on hand with a formal written protest against allowing the fight to take place in this city.

While the "fans" and promoters are said to not oppose the pugilistic contest, it was rumored that Fickert will decide against them. The District Attorney is credited with having in answer to a question as to the probability of the fight taking place here:

"I don't think there's much chance of it being held here."

It was also reported that Fickert had expressed himself as doubtful regarding the legality of a forty-five-round contest, such as the heavy-weights are signed for.

In a later issue of the same journal appears the following: Bitter attacks on public officers of the city and county of San Francisco were made in pulpits statements by Rev. Louis J. Sawyer, at the Hamilton Square Baptist Church, and by Rev. E. B. Dille of the Central Methodist Episcopal Church, occasioned by the announcement that the Jeffries-Johnson battle is to be held in San Francisco.

Despite the fact that District Attorney Charles M. Fickert has announced that he sees no legal bar to the holding of the championship heavy-weight battle in this city, the representatives of the Church Federation, Rev. Dr. Sawyer, Dr. Dille and J. E. White, the latter the attorney for the federation, express themselves as satisfied that they will be able to stop the proposed contest.

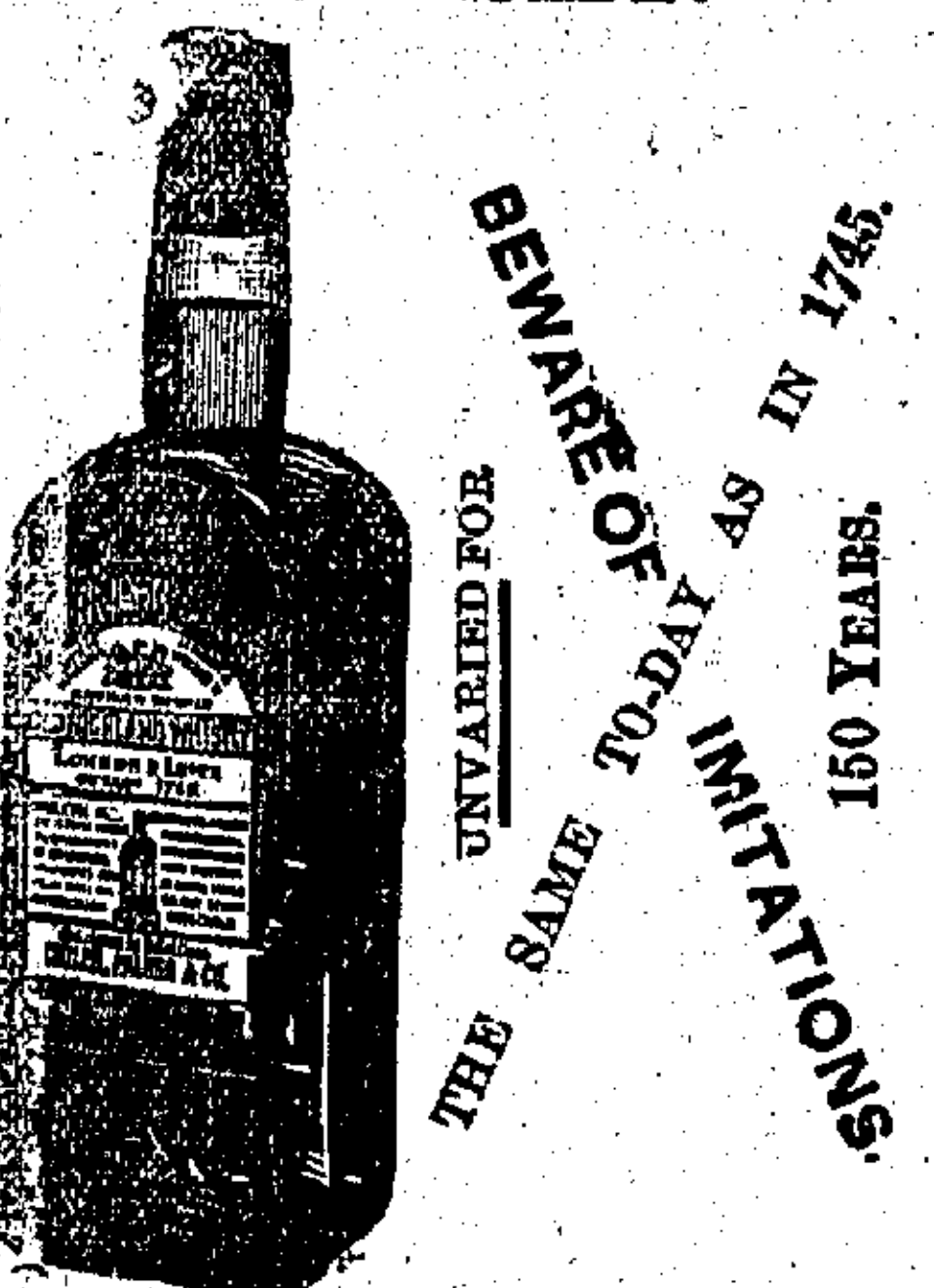
"To announce at this time just what we shall do to stop this prize-fight would be to furnish the opposition with weapons of defence," said Rev. Dr. Sawyer. "I do not believe that I am making a mistake when I assure the good people of this community that this fight will not take place. It would be a burning disgrace to the name of San Francisco to allow such a fight, and there are means within our power to stop it, and these means shall be used. I know it will be a hard fight, but I have every assurance that we will win in the fight."

District Attorney Fickert is true in his belief that the battle between Jeffries and Johnson is within the law, if the articles of their agreement are lived up to.

"If there is a violation of the law, then it will be time to make arrests and institute a prosecution," said the District Attorney. "There are so many more important matters to take up my time that I have not given a great deal of work to find out whether some one anticipated a violation of the law."

"I have examined the articles of the proposed contest and I believe the match is one that is within the law. If when the contest is held either of the principals or anyone connected with the affair violates a provision of the statute then it will be necessary to punish whoever is guilty. Up to date there is nothing upon which to base a prosecution nor anything upon which to base a theory that the law is going to be violated."

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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VESSELS EXPECTED.

THE AMERICAN MAIL. The P.M. str. *Hongkong* from San Francisco en route to Hongkong will be dispatched from Yokohama on the 11th inst., and is due at this port on the 24th inst.

The T.K.K. str. *Tenyo Maru* left San Francisco en route to Hongkong, via Japan and Shanghai, and is due here on the 28th inst.

The P.M. str. *Korea* left San Francisco on the 7th inst. for Hongkong, via Japan and Shanghai, and is due here on the 4th prox.

THE AUSTRALIAN MAIL. The I.G.M. str. *Colleen* left Sydney on the 4th inst., at noon, and may be expected here on or about the 26th inst.

The E. & A. str. *Aldenhurst* left Sydney on the 8th inst. for Queensland ports, Manila and Hongkong.

THE INDIAN MAIL. The Indo-China str. *Namsang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on or about the 28th inst.

MERCHANT STEAMERS. The N.Y.K. str. *Kama Maru* (European Line) left Shanghai for this port on the 17th inst., and is expected here to-day.

The O.S.K. str. *Panama Maru* from Yokohama left Manila for this port on the 18th inst., and is expected to arrive here to-morrow.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 15th inst., and is expected here to-morrow.

The P. & O. S. N. Co.'s str. *Peona* left Singapore for this port on the 16th inst., at 3 p.m., and is due here to-morrow at about 4 p.m.

The Mogul Line str. *Kenner* left United Kingdom on the 4th inst. for Hongkong via Straits.

The Bank Line Ltd.'s str. *Amyer* left Vancouver, B.C., on the 4th inst. for Hongkong via Japan ports.

The "Ben" Line str. *Benlary* from Leith, Antwerp and London left Singapore on the 16th inst. for this port.

The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 17th inst., and is expected here on the 22nd inst.

The Danish str. *Siam* left Saigon on the 14th inst., and may be expected here on or about the 23rd inst.

The O.S.K. str. *Seattle Maru* from Tacoma left Yokohama for this port via ports on the 18th inst., and is expected to arrive here on or about the 5th prox.

HONGKONG TIDE TABLE. From June 20th to 26th, 1910.

HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
Mon.	10 10	Mon.	10 10
Tue.	10 10	Tue.	10 10
Wed.	10 10	Wed.	10 10
Thurs.	10 10	Thurs.	10 10
Fri.	10 10	Fri.	10 10
Sat.	10 10	Sat.	10 10
Sun.	10 10	Sun.	10 10

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, June 19th.

Barometer	Thermometer	Humidity	Wind Direction	Weather	Rain
29.88	87	87	SE	—	—
29.91	87	87	SE	—	—
29.94	87	87	SE	—	—
29.97	87	87	SE	—	—
30.00	87	87	SE	—	—

Highest open air temperature on 18th..... 90
Lowest open air temperature on 18th..... 70

SHIPPING IN PORT.

STRAMERS. ALINE WORMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—Chinese.

ANKRU, British str., 1,350, J. B. Harris, 13th June—Shanghai 9th June, General—Butterfield & Swire.

AWA MARU, Japanese str., 3,912, S. Ishikawa, 12th June—Seattle 21st June, Flour, Cotton and M'isco—Nippon Yusen Kaisha.

BRETHMAN, French str., 994, Chorianne, 3rd June—Saigon 29th May, Rice and Flour—Chinese.

BORNEO, German str., 1,344, F. Semhill, 16th June—Saigon 11th June, Timber and General—Moloch & Co.

BUYO MARU, Japanese str., 1,213, M. Yamamoto, 14th June—Dairen 7th June, Coal—Mitsui Bussan Kaisha.

CHIRLI, British str., 2,514, C. Lindbergh, 11th June—Haiphong 8th June, General—Butterfield & Swire.

CHINKIANG, British str., 1,229, Kay, 4th June—Saigon 31st May, Rice—Butterfield & Swire.

CHUYEN, Chinese str., 1,177, C. Stewart, 15th June—Shanghai 11th June, General—C. M. S. N. Co.

CHOWFA, German str., 1,055, P. Schmitt, 14th June—Bangkok 6th and 10th, 15th June, Rice—Norddeutscher Lloyd.

EMPEROR OF CHINA, British str., 3,046, W. Davison, R.N.S., 16th June—Vancouver 25th May, Mail and General—C. P. R. Co.

FAUSANG, British str., 1,410, H. Malkin, 28th June—Saigon 24th May, Rice—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, Tweedy, 12th June—Hongkong 10th June, Coal—Jardine, Matheson & Co.

HAIYUN, French str., 636, B. de Catalano, 7th June—Haiphong 4th June, Rice and General—Messageries Maritimes.

HAIJIS, Norwegian str., 1,055, G. Salberg, 17th June—Bangkok 7th June, Rice—Aagaard, Thorsen & Co.

HANGSANG, British str., 1,596, E. Wildo, 16th June—Shanghai 2nd and 15th June, General—Jardine, Matheson & Co.

HONGKONG MARU, Japanese str., 3,157, S. Togo, 11th June—Moji 6th June, Coal—Toyo Kisen Kaisha.

HONGKONG, French str., 739, A. Cornelissen, 15th June—Haiphong and Hoihow 14th June, General—A. E. Marry.

HONGWAI, British str., 2,060, Hainsworth, 3rd June—Singapore 29th May, General—Oriental.

HUB, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. E. Marry.

HUICHOW, British str., 1,217, E. Forsyth, 16th June—Tientsin via Chefoo 9th June, General—Butterfield & Swire.

IOHANG, British str., 1,228, R. E. Tushen, 16th June—Wakamatsu 10th June, Coal—Butterfield & Swire.

KAITUKU MARU, Japanese str., 3,070, S. Sada, 15th June—Moji 9th June, Coal—Mitsui Bussan Kaisha.

KIANG CHING, Chinese str., 1,002, A. F. Brander, 5th June—Chinkiang 31st April, General—Tung Lee.

KWANGSH, British str., 1,223, P. Cole, 4th June—Tientsin 29th May, Salt—Butterfield & Swire.

LAETTES, British str., 1,340, H. C. D. Framp-ton, 12th June—Saigon 7th June, Rice and General—Wo Fat Sing.

LAISAN, British str., 3,470, E. J. Tadd, 13th June—Singapore 7th June, General—Jardine, Matheson & Co.

LOYAL, German str., 1,237, R. Wegner, 1st June—Wakamatsu 25th May, Coal—Sandor, Wiesel & Co.

MICHAEL JENSEN, German str., 951, J. Petersen, 13th June—Saigon 9th June, General—Jensen & Co.

OMURO MARU, Japanese str., 1,770, S. Takagi, 30th May—Port Arthur 23rd May, Coal—Mitsui Bussan Kaisha.

PERSIA, Australian str., 3,772, P. Giergerich, 17th June—Singapore 11th June, General—Sandor, Wiesel & Co.

PONGTONG, German str., 998, Rotfuhler, 16th June—Bangkok 10th June, Rice and Timber—Butterfield & Swire.

QUARTA, German str., 1,145, H. Madson, 11th June—Macassar 3rd June, Sugar and General—Java-China-Japan Line.

RAJABURI, German str., 1,189, H. Broms, 16th June—Bangkok 6th June, Rice and Wood—Melchers & Co.

SALAHADIN, Dutch str., 1,237, T. Reescher, 1st June—Balik Papan 24th May, General—Asiatic.

SAMSEN, German str., 998, R. Peterson, 16th June—Swatow 10th June, Rice—Norddeutscher Lloyd.

SARIE BANDIER, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wildo.

SINGORA, German str., 1,120, Fr. Minikwitz, 8th June—Bangkok 31st May, Rice—Norddeutscher Lloyd.

SPIR, Norwegian str., 571, H. E. Solam, 16th June—Saigon 12th June, Rice—Aagaard, Thorsen & Co.

SUISANG, British str., 1,267, Picknell, 2nd June—Chingwan-to 28th May, Coal—Jardine, Matheson & Co.

TEAN, British str., 1,346, A. W. Outerbridge, 17th June—Manila 14th June, General—Butterfield & Swire.

VEREITA, British str., 2,333, H. E. Purdon, 17th June—Moji 13th June, Coal—Oriental.

YUNWAN, British str., 1,250, W. O. Jones, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

SAILING VESSELS. ARROW, British barque, 2,971, McVior, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

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SHIPPING.

ARRIVALS.

ARRIVALS.
 ARRATON APOL, British str., 2,951, D. Thomas, 18th June—Kobe 11th and Moji 13th June, General—David Sassoon & Co.
 BANGKOK, German str., 1,237, F. Nicolaissen, 18th June—Bangkok 10th June, Rice and Meal—Yuen Fat Hong.
 BUJUN MARU, Japanese str., 1,403, Y. Fuzono, 19th June—Shanghai via Swatow 18th June, General—Osaka Shosen Kaisha.
 CANTON, Swedish str., 2,180, O. C. Nordfält, 19th June—Shanghai 15th June, General—Molchers & Co.
 CHAIYANG, British str., 1,362, A. E. Hodgins, 19th June—Fochow, Amoy and Swatow 18th June, General—Dongas, Laprak & Co.
 JAPAN, British str., 3,806, A. Stewart, 19th June—Singapore 14th June, General—David Sassoon & Co.
 JOSEPH MARU, Japanese str., 702, H. Mori, 18th June—Moji 12th June, General—Osaka Shosen Kaisha.
 LAETTES, British str., 2,204, J. A. Taylor, 19th June—Shanghai 16th June, General—Butterfield & Swire.
 LOOSK, German str., 1,620, G. Schultzen, 19th June—Bangkok 15th June, Rice—Butterfield & Swire.
 MANDANAN MARU, Japanese str., 3,245, K. Shimidzu, 18th June—Moji 12th June, Coal—Mitsui Bussan Kaisha.
 SOSTU MARU, Japanese str., 1,809, Y. Yamamoto, 18th June—Swatow 17th June, General—Osaka Shosen Kaisha.
 THORIS, Norwegian str., 1,091, J. Jorgensen, 19th June—Bangkok via Swatow 18th June, Rice—Aagaard, Thorsen & Co.
 THIRNALL, German str., 1,002, S. Heyenga, 18th June—Bangkok 11th June, Rice—Butterfield & Swire.
 VALDURA, British str., 3,494, McDougall, 18th June—Moji 12th June, Coal—Mitsui Bussan Kaisha.
 WUHU, British str., 1,207, Luckner, 18th June—Saigon 14th June, Rice—Butterfield & Swire.

DEPARTURES.

DEPARTURES.
 18th June.
 ASIA, British str., for San Francisco.
 CHIPPING, British str., for Swatow.
 FRI, Norwegian str., for Norowang.
 HANGKOW, British str., for Canton.
 HONGKONG, British str., for Singapore.
 LOMENDES, British str., for Hongkong.
 MATILDE, Ger. str., for Huphlong.
 PRINZ SIGISMUND, German str., for Australia.
 SUVERIC, British str., for Vancouver.
 TAMMUL, British str., for Swatow.
 VICTORIA, Swedish str., for Huphlong.
 ZAFIRO, British str., for Manila.
 19th June.
 BENARTY, British str., for Bangkok.
 CHIRISH, British str., for Shanghai.
 CHIRISH, British str., for Swatow.
 DAVIS MARU, Japanese str., for Swatow.
 LANDART SCHIFF, German str., for Swatow.
 SHANTUNG, German str., for Bangkok.

VESSELS IN DOCK.

KOWLOON DOCK—Gloria, John Prentice, Swiss Register.
 TAIKOO DOCK—Tai On, Binkhuon, Kwong Yuen, Union, Anhai, Macau.

PASSENGERS.

ARRIVED.
 Per Haiyang, from Coast Ports, Mr C. C. Brown and Mr McIntosh.
 Per Arraton, from Kobe, &c., Mr and Mrs Langley and 2 children.
 Per Japan, from Calcutta, &c., Mr F. Young.
 Mr H. L. Roe, Mr John Wilkie, Bagler Hollins and Sgt. Crittenden.
 DEPARTED.
 Per Zafiro, for Manila, Mr Dean Avery, Mr J. P. Lender, Mr J. Medina, Mr C. Sevilla, Mr A. Saville, Mr K. Inakubayashi, Mr E. Oishi, Mr O. Murray, Mr L. Bradway, Mr T. J. Whitman, Mr S. W. Wagner, Mr G. Henrique, Mr L. Nollson and Mr G. H. Allen.
 Per Roan, for Shanghai, Hon. P. G. Scarlett, Messrs H. Crookenden, R. Davidson, E. W. Adams, J. C. Chenor, M. V. Patel, S. E. Lemart, E. Wolf, Vogt and W. Futali, Miss A. Davitt, Mrs S. Arita, Mrs W. Ho, Mrs Boyne, Mrs O. A. Allen and Dr. G. A. Hoffmann; for Nagasaki, Mr Kawamoto and party; for Kobe, Mr Nakamura; for Yokohama, Mr J. Kwan.
 Per Prinz Sigismund, for Australia, Mr E. Bauer, Mrs H. Beckh, Mr E. Boer, Mr B. M. Bewick, Mr H. M. Clav, Rev. B. Drescher, Sister Victoria Dizon, Mr J. McDowell, Rev. Jas. Erdweg, Mr O. Frandendorff, Rev. J. Geller, Mr H. Ho, Sister W. Hasselmann, Mr A. Heunoth, Rev. M. Hergesheimer, Mr B. Jahn, Mr J. Jettie, Miss Kles, Mr Kles, Mr Geo. P. Lammert, Mr W. Leunhard, Mr and Mrs Mackin, Mr C. Moehens, Mr and Mrs Mayer, Mr and Mrs Miller, Mr John Penico, Mrs A. Reich, Miss Sauerb, Mr O. Schwarz, Mrs E. Skinner, Mr E. A. Slo, Mr N. Sontheimer, Mr O. Spitzer, Rev. J. Stigler, Mr E. A. Webber and family, Rev. F. Weddell, Mr and Mrs Whitmore-Preston.
 Per Asia, for San Francisco, Mr John S. Lawler, Mrs G. M. Adair, Mr Earl H. Smith, Mr R. J. Ross, Rev. and Mrs J. B. Dunlap, Miss Ella Morrison, Mrs S. J. Smith, Miss M. Saunders, Rev. J. A. A. Baker, Mrs L. Sles, Mr J. W. Sisk, Mr Y. Yanagi, Mr L. A. Dwyer, Mr J. F. O. Neil, Mr P. A. Rose, Mr and Mrs L. A. Moy, Mr W. S. Atkins, Mr A. Atwood, Mrs O. Campbell, Master W. Campbell, Miss Ella Campbell, Miss Esther Campbell, Miss Bertha Campbell, Mr H. O. Haysor, Mr and Mrs W. F. Flinghouse, Mrs John Howe, Mr E. S. Turner, Mr A. S. Coffin, Mr J. H. Beach, Mr W. P. Wylie, Mr Crittenden, Mr Hollins, Mr T. D. Pesse, Mr H. Danga, Mr H. L. Smith, Mr B. Robinson and Mrs M. Genett.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW-YORK VIA PORTS AND SUB CANAL.
 (With Liberty to call at the Malabar Coast.)

"INDRASAMHA." On or about 30th June.
 For freight and further information apply to—
 SHEWAN, TOMES & CO.
 General Agents.
 Hongkong, 15th June 1910. [740]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP.	DENBOSHIRE	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	About 22nd inst.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.M.S.	P. & O. S. N. Co.	About 29th inst.
LONDON, &c., via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On 25th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k.w.	Haase	HAMBURG-AMERICA LINE	On 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SIEHONIA	Ger. str.	k.w.	Brohmer	HAMBURG-AMERICA LINE	About middle of July.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k.w.	Ristorcelli	MESSAGERIES MARITIMES	On 23rd July.
MARSEILLES, &c., via PORTS OF CALL.	CANTON	Den. str.	—	F. L. Sommer	MELCHERS & Co.	To-morrow, at 1 p.m.
MARSEILLES, COPENHAGEN & GOTHENBURG.	KANO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 5th July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WESTPHALIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 7th July.
MARSEILLES, HAVRE & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—	J. Randermann	HAMBURG-AMERICA LINE	On 20th July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MECKLENBURG	Ger. str.	k.w.	B. Cobl	MELCHERS & Co.	On 5th Aug.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	YORCK	Ger. str.	—	Alexander	SANDER, WHEELER & Co.	On 30th inst., at 10 a.m.
TRIESTE, &c., via SINGAPORE, &c.	E. F. FERDINAND	Aut. str.	—	S. Ishikawa	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAMBA	Brit. str.	—	J. Mathie	CANADIAN PACIFIC R. Co.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INVERLYDE	Brit. str.	1 m.	K. Kawara	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	T. Ogata	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	L. Dawson	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	KUMERIC	Brit. str.	—	M. Reagenor	NIPPON YUSEN KAISHA	On 15th July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INARA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	PENAMA MARU	Jap. str.	—	Bonman	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
TACOMA & SEATTLE VIA KEELUNG, &c.	HONGKONG MARU	Jap. str.	—	A. E. Sandbach	NIPPON YUSEN KAISHA	On 8th July, at Noon.
AUSTRALIAN PORTS VIA MANILA.	TAIYUAN	Brit. str.	1 m.	Charbonnel	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU	Jap. str.	—	Fred. Tyne	NIPPON YUSEN KAISHA	On 16th July, at D'light
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU	Jap. str.	—	Y. Fuzono	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA.	COBLENZ	Jap. str.	—	B. W. H. Snow	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
KOBE & YOKOHAMA.	KAGA MARU	Ger. str.	—	C. Lindbergh	MELCHERS & Co.	About 28th inst.
YOKOHAMA AND KOBE.	NIKKO MARU	Jap. str.	—	W. Barthling	MELCHERS & Co.	On 25th inst.
NAGASAKI, KOBE & YOKOHAMA.	YAMATO	Den. str.	—	A. Thompson, R.M.S.	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, YOKOHAMA & KOBE.	NIKKO	Den. str.	—	M. B. Lake	P. & O. S. N. Co.	On 1st July, at Noon.
SHANGHAI VIA SWATOW.	HANGKOW	Brit. str.	—	V. Dohren	JARDINE, MATHESON & Co., Ltd.	On 1st July.
SHANGHAI, KOBE & YOKOHAMA.	TOKIN	Brit. str.	—	A. E. Vano, R.M.S.	HAMBURG-AMERICA LINE	On 14th July.
SHANGHAI, MOJI & KOBE.	CEYLON MARU	Jap. str.	—	Y. Yamamoto	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	BUJUN MARU	Jap. str.	—	E. Forsyth	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI.	CHENAN	Brit. str.	—	Hodgins	OSAKA SHOSHEN KAISHA	On 22nd inst., at 10 a.m.
SHANGHAI.	DELTA	Brit. str.	1 m.	W. C. Passmore	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI.	LYNAN	Ger. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	LUETZOW	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	JATA	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 1st July, at 4 p.m.
SHANGHAI, KOBE & MOJI.	NAMANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at Noon.
SHANGHAI, KOBE & YOKOHAMA.	MECKLENBURG	Ger. str.	k.w.	R. Rodger	MELCHERS & Co.	On 23rd inst., at 6 p.m.
SHANGHAI, KOBE & YOKOHAMA.	SCANDIA	Dut. str.	—	V. Semall	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA.	TILITWONG	Dut. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI.	POONA	Brit. str.	—	Zwart	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, SHANGHAI, DALNY, CHINWANTO, &c.	JOSEPH MARU	Jap. str.	—			
ANFANG VIA SWATOW & AMOY.	HUCHOW	Brit. str.	1 m.			
SWATOW, TSINGTAU, CHEFOO & TIENSIN.	HAICHOW	Brit. str.	2 h.			
SWATOW, AMOY & FOCHOW.	HAICHOW	Brit. str.	2 h.			
SWATOW, AMOY & FOCHOW.	HAICHOW	Brit. str.	2 h.			
SWATOW, AMOY & FOCHOW.	HAICHOW	Brit. str.	2 h.			
MANILA.	LONGSANG	Brit. str.	1 m.			
MANILA.	RURI	Brit. str.	—			
MANILA.	YUENSANG	Brit. str.	—			
MANILA.	ZABRO	Brit. str.	—			
MANILA.	BOENEO	Ger. str.	—			
BOMBAY VIA SINGAPORE & COLOMBO.	TOMA MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA.	LAIRANG	Brit. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TILATAP	Dut. str.	—			

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAINS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBELL	Thursday, 2nd June, at 6 p.m.
YOKOHAMA & KOBE	"CABLENZ" Capt. H. RAEGENER	About 28th June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW" Capt. W. BARTHING	About 29th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK" Capt. J. RANDELMANN	Thursday, 30th June, at 10 a.m.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Saturday, 16th July, at D'light.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 20th June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, VANCOUVER, B.C.
 TACOMA & SEATTLE
 VIA
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	J. Mathie	5th July.
AYREIC	2,563	J. Boyd	26th July.
SUVERIC	6,232	F. S. Cowley	23rd August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 15th June, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAINS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 20th June, p.m.
MARSEILLES, VIA PORTS	"YABRA" Capt. Ristorcelli	On 21st June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 4th July, p.m.
MARSEILLES, VIA PORTS	"ARMAND BEHU" Capt. Ginonnet	On 5th July, 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 9th June, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SAT., 25th June	"ALLAN LINE" FRIDAY, 22nd July
"EMPRESS OF INDIA" SAT., 16th July	"EMPRESS OF IRELAND" FRI., 12th Aug.
"EMPRESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	
"EMPRESS OF CHINA" SAT., 27th Aug.	"EMPRESS OF BRITAIN" FRI., 23rd Sept.
"EMPRESS OF INDIA" SAT., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE."
 Captain Barrett, will be despatched as above on or about 22nd inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 15th June, 1910. [744]

"INVER" LINE OF STEAMERS, LTD.
 FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVEROLYDE."
 Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 7th June, 1910. [727]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE."
 Captain Tomlinson, will be despatched as above on the 25th June.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 18th June, 1910. [700]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA."
 Captain S. Barclay, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., SATURDAY, the 25th June, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MALWA", 10,835 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Suez and Valuable, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed by Bombay by the R.M.S. "ARABIA", due in London on the 7th August, 1910.
 Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. HEWITT, Superintendent.
 Hongkong, 15th June, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIBRO),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the East to Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports.)

THE Company's Steamship
 "E. FRANZ FERDINAND,"
 Captain Cobl, will be despatched as above on TUESDAY, the 28th June.

This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess. For information as to Passage and Freight, apply to
 SANDER, WHEELER & Co., Agents, Princess Buildings.
 Hongkong, 1st June, 1910. [3]

Cutler, Palmer & Co.'s



PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
TAKAO, SHANGHAI, DALNY, CHINWANTO, FUKOW, and HANKOW	POONA Capt. A. F. Vio, R.N.R.	About 22nd June	Freight only.
SHANGHAI	DELTA Capt. B. W. H. Shaw	Light, 23rd June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barcham	Noon, 25th June	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PEN- ANG COLOMBO, PORT SAID AND MARSEILLES	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 29th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	JAVA Capt. A. Thompson	About 30th June	Freight only.

For further Particulars, apply to

H. A. HEWITT,
Superintendent

Hongkong, 20th June, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 21st June, 3 P.M.
SHANGHAI	CHENAN	On 23rd June, 4 P.M.
SWATOW	HUICHOW	On 23rd June, 4 P.M.
MANILA, ZAMBOANGA, THUS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	TAIYUAN	On 25th June, 4 P.M.
SHANGHAI	LINAN	On 25th June, D'light

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout, and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TALKERPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS. 6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 21st June, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 21st June, Noon.
MANILA	"LOONGSANG"	Friday, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st July, Noon.
MANILA	"YUENSANG"	Friday, 1st July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER. 14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT. EXCELLENT CUISINE.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 21st June, at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 24th June, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 28th June, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fare to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th June, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. MECKLENBURG	1st July.
S.S. SCANDIA	14th July.
S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.

HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SUEVIA	21st June.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. ARCADIA	23rd June.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. WESTPHALIA	7th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SITHONIA	About middle of July.
FOR HAVRE & HAMBURG:	
S.S. ARABELLA	23rd July.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. MECKLENBURG	5th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office. 11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910.

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" " Aug. 24th, at Noon.
S.S. BUIYO MARU	10,500 "	" " Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" " Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910. 1403

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, AKI MARU Capt. K. Homma, MISHIMA MARU Capt. A. E. Moses,	9,000 7,000 9,000	WED'DAY, 22nd June, at Daylight. WED'DAY, 6th July, at Daylight. WED'DAY, 20th July, at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi,	7,000	TUESDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOCHI and SHIMIZU	AWA MARU Capt. S. Ishikawa, INABA MARU Capt. K. Kawara,	7,000 7,000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 8th July, at Noon. FRIDAY, 5th Aug., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne,	7,000	WED'DAY, 22nd June.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino,	7,000	THURSDAY, 23rd June, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura,	6,000	TUESDAY, 28th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	5,000	WED'DAY, 6th July, at Noon.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

Hongkong, 123rd May, 1910.

T. KUSUMOTO,
MANAGER. 13-125

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 25th June, Noon.
ZAFIRO	2540	K. Rodger	Manila	On 2nd July, Noon.

For Freight or Passage apply to
Hongkong, 13th June, 1910.SHEWAN TOMES & Co.,
General Managers. 12

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMAH	JAVA	First half of July	JAPAN	First half of July
TJILATJAP.	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIBODAS	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
Yok Buildings, 1st Floor.
Hongkong, 20th June, 1910.

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, MOJI, KOBE and YOKO- HAMA	"PANAMA MARU" Capt. T. Ogata "SEATTLE MARU" Capt. T. Saito	6,051 6,182	WED'DAY, 29th June, at Noon WED'DAY, 13th July, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"JOSEPH MARU" Capt. Y. Yamamoto	WED'DAY, 22nd June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS of 1910, and the ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for the Far East—

16, DES VŒUX ROAD, HONGKONG.

Japan Office.

32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

1537

STEAMERS PASSED THE CANAL.

May 17th—Nile, Arabia, 24th—Benarig, Carthaganshire, Kaisow, Kintuck, Palma, Pei-ko, Pona, Eon, Somat, Soyo Maru, Wray Castle, 27th—Alcous, Kaga Maru, Polyphemus, Tonkin, Yezona, 31st—Brasilia, Gleneph, 3rd—Ambriz, Brazmar, C. Ford, Louis, Ma-chaon, Sardinia, Sideria, Soyo Maru, Inveria, Java, 7th—Bensortich, Ching Wo, Luetsow, Forster, 10th—Antenor, Alenta Maru, Buclow, Candia, Ernest, Simons, Iyo Maru, Kasuga, Myrmidon, 14th—Carmarthenshire, Scandla, Segovia, Seneca, Theues, Alesia, 17th—Erroll, Nijni Hongrod, Nore, Synda, Telamon.

ARRIVALS AT HOME.

June 14th—Deucalion, Teentai, Teuser.

SHIPPING REPORTS.

The British str. Japan reports: Light airs and calm.

The Swedish str. Canton reports: Calm and light various wind.

The British str. Haiyang reports: S.W. light breeze, clear fine weather.

The British str. Laertes reports: Fine weather, and light S.W. winds.

The Japanese str. Joshin Maru reports: Throughout voyage, cloudy or rainy weather with strong to gentle breeze and rough sea.

RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Tokio*, with the French mail of the 20th ultimo, left Saigon on Friday, the 17th inst.,
at 8 a.m., and may be expected here this morning.
The *Delta*, with the English mail of the 27th ultimo, left Singapore on Friday, the 17th
inst., at 6 p.m., and may be expected here on or about Wednesday, the 22nd inst., at daylight.
The parcel mails closed in London for despatch by the all sea route on the 18th of May
and for despatch overland on the 25th of May.

FOR	PER	DATE
Shanghai, Yokohama and Kobe	Persia	Monday, 20th, 11.00 A.M.
Macao	Sui Tai	Monday, 20th, 1.15 P.M.
Hankow and Haiphong	Michael Jensen	Monday, 20th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 21st, 9.00 A.M.
Samarang and Sourabaya	Quarta	Tuesday, 21st, 10.00 A.M.
Singapore, Penang and Calcutta	Laisang	Tuesday, 21st, 10.00 A.M.
Swatow and Shanghai	Hanggang	Tuesday, 21st, 10.00 A.M.
Europe, &c., India via Tutuicohin (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	Yarra	Registration 10.00 A.M. (Registration with late fee of 10 cents up to 10.30 A.M.) Registration Kowloon B.O. 10.00 A.M. No late fee Letters 11.00 A.M.
Macao	Sui Tai	Tuesday, 21st, 1.15 P.M.
Manila	Tean	Tuesday, 21st, 2.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimoda, Yokohama, Victoria and Seattle	Awa Maru	Tuesday, 21st, 5.00 P.M.
Singapore, Penang and Colombo	Kama Maru	Tuesday, 21st, 5.00 P.M.
Macao	Sui Tai	Wednesday, 22nd, 1.15 P.M.
Shanghai	Delta	Wednesday, 22nd, 5.00 P.M.
Macao	Sui Tai	Thursday, 23rd, 1.15 P.M.
Swatow, Teikang, Chefoo and Tientsin	Kiuchow	Thursday, 23rd, 3.00 P.M.
Shanghai	Chenan	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 24th, 9.00 A.M.
Macao	Sui Tai	Friday, 24th, 1.15 P.M.
Manila	Loongang	Friday, 24th, 3.00 P.M.
Manila	Rubi	Saturday, 25th, 10.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Coronal	Hongkong Maru	Saturday, 25th, 10.00 A.M.

SAVE 75 per cent.

16, 32, 50, 100, 200 C.P.

IN STOCK

METALLIC

"OSRAM"

LAMP

(BRITISH MANUFACTURE)

Greatly
Reduced
Prices

AVOID IMITATIONS

SEE THE WORD

"OSRAM"

AND SAVE MONEY.

SOLE AGENTS FOR SOUTH CHINA:

WILLIAM C. JACK & CO. LTD.

ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.
TELEPHONE 358, 14, DES VŒUX ROAD CENTRAL.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

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"IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, FINE MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, G. P. & CO.'S "SPECIAL

BLENDED"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.



A
TOBACCO YOU CAN ENJOY.

Old English
CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special
vacuum process, it therefore retains that delightful aroma
and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing $\frac{1}{4}$ lb. with a handsome curved
case which fits the pocket, and is the most convenient way
to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 18TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sales
National Bank of China, Limited	99,925	£7	46	\$299.0
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$76, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$104, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$14, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84, sellers
COTTON MILLS.				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 125.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Loan-Kung-Mow C. Spin'g. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 74.
Soy Chae Cotton Spinning Co., Limited	2,900	Tls. 500	Tls. 500	Tls. 250.
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$64	all	\$55, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 78.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118.
KEARNEY & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$74, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$285.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$194, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$1074, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$834, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$160, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1774, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$115.
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$354, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110.
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 107.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$74, sellers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$144.
PHILIPPINE CO., LIMITED	50,000	\$10	\$1	\$150, buyers
REFINERIES.				
China Sugar Refining Co., Limited	75,000	\$10	\$10	\$10, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$166, buyers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$74, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$52, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$34, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	66 buy. 125.10.
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$24, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$14, sellers
SOUTH CHINA MORNING POST, LIMITED	10,000	\$25	\$25	\$25, buyers
STEAM LAUNDRY COMPANY, LIMITED	20,000	\$5	\$5	\$54, sales
STEVENS AND DUFF ASSURANCE CO., LIMITED	1,200	\$10	all	\$10, sellers
Campbell, Moore & Co., Limited	15,000	\$7	\$7	\$5, sellers
Wm. Powell, Limited	10,000	\$10	\$10	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$54, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$4	\$114, sellers
UNITED ASBESTOS ORIENTAL AGENCY, LIMITED	9,900 ordy.	\$10	\$10	\$300.
UNION WATERBOAT CO., LIMITED	100 fters	\$10	\$10	\$8, sellers
REVENUES.				
Singapore and Johore	—	—	—	\$19 (Str.)
Belgongnie	—	—	—	\$20 (Str.)
Pegohs	—	—	—	\$43 (Str.)
Alipars	—	—	—	22/6
Anglo-Malays	—	—	—	125/-
Castlefields, fully paid	—	—	—	135/-
Highlands and Lowlands	—	—	—	9/- prem.
Kennings	—	—	—	—
Kuala Lumpur	—	—	—	95/-
Leibury	—	—	—	60/-
Linggis	—	—	—	—
Sapongs	—	—	—	—
Shelfords	—	—	—	—
Sungei-Kapars	—	—	—	135/-
United Berhanges	—	—	—	80/-
Bukit Kajangs	—	—	—	35/- prem.
Eastern and International	—	—	—	5/6
London Ventures	—	—	—	—
Sumatra Paras	—	—	—	7/6
Marlmanns	—	—	—	110/-
Batu Tiges	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

	June 18th.
ON LONDON.	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credits, at 4 months' sight	194
Documentary Bills 4 months' sight	194
ON PARIS.	
Bank Bills, on demand	227
Credits, at 4 months' sight	230
ON GERMANY.	
On demand	184
ON NEW YORK.	
Bank Bills, on demand	432
Credits, at 60 days' sight	444
ON BOMBAY.	
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA.	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI.	
Bank, at sight	744
Private, 30 days' sight	754
ON YOKOHAMA.	
On demand	88
ON MANILA.	
On demand—Pesos	88
ON SINGAPORE.	
On demand	764
ON BATAVIA.	
On demand	1074
ON HAIPHONG.	
On demand	3 1/2 p.m.
ON SAIGON.	
On demand	864
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per test	\$58.10
SILVER, per oz.	244

SUBSIDIARY COINS.

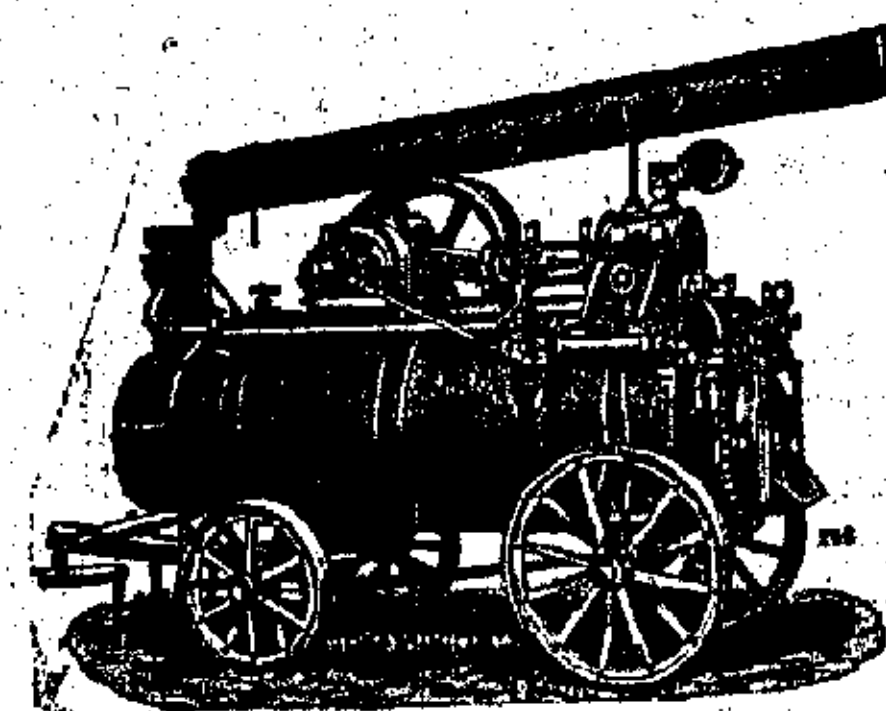
	per cent.
Chinese	20 cents pieces, \$2.50 discount.
Chinese	10 " \$2.50 "
Hongkong	20 " \$2.50 "
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